The Britishers Must Try Some Other Yacht Plan.

THISTLE FAIR Y BEATEN.

AGreat Race in a Good

Boston's Pride Outsails the Clyde

THE EAGLE SCREAMS UNTIL HOARSE.

American Skill Is Again Triumphant.

In a Forty-Mile Run Volunteer Is Never Successful Defender of the Cup, Two Miles Ahead of Her Beauteous Rival from Scotia's Bonnie Land.

Thistle..... 10:40:91 4:35:12 5:54:51 5:54:51 Vol'tter... 10:40:50/4 4:23:47 5:47:50/4 5:42:50/4 New York, Sept. 30.—There was another gloomy outlook for the yachts this morning. The fog of yesterday which had never been entirely dissipated, continued to shut out the view. There was a good wind, however, which continued to freshen. changing round to the south. At 9:30 o'clock a heavy rain poured down with the accom-paniment of a twenty-mile breeze off Sandy Hook. The Thistle spent the night in the Horseshoe, while the Volunteer remained at her old anchorage off Bay Ridge and came

down to the Hook this morning.

The men on the Scotch cutter were grooming their pretty craft at daylight. They went over her hull and brushed her down much in the style of stablemen curryng a racer who was expected to carry the winning colors that day. At 10 o'clock the fog lifted and revealed a couple of miles of clear water, and half an hour later two more miles could be seen, and the Thistle and Volunteer proceeded to the starting point. The Electra, with the regatta committee and a hundred equally anxious mittee and a hundred equally anxious yachtmen on board, lolled about surveying the scene. The prospects for a race were good, but still far from satisfactory. The fog had thinned out sufficiently to render sailing through it safe enough, and a lifteen-mile breeze challenged the cup contestants to test their mettle, but sight-seers, would have to keep up close and use their best eye-light in order to keep track of the skimming yachts.

eye-sight in order to keep track of the skimming yachts.

The wind being from the cast determined the course. It was twenty miles to wind-ward and lay out to sea. At 10:42 the start-ing gun was fired and both yachts west on over the line at a terrific clip. The Thistle was to windward, but the big white sloop from Beston was in the lead.

was to windward, out the log wints sloop from Boston was in the lead.

They were carrying mainsail, forestay sail, jib, and working topsail as they dashed off into the northeast. No one to say which was getting the better of it. They each seemed to be flying with the spead of the wind, and it was all that some of the steam-boats could do to keep the scudding yachts wind, and it was all that some of the steambonts could do to keep the scudding yachts
in sight. The Volunteer was leaning
slightly more than the Scotchman, but each
was heeled a good deal. The wind was
blowing twenty miles an hour and it gave
signs of holding out, and even of
freshening. The Volunteer hung on to
the wind like a part of it. She
was sailing in its very teeth, and her long
bowsprit pointed perceptibly better than
that of her rival. Just behind and still to
windward the Thistle was cutting the
water like a knife, and so well were both
yachts sailing and so slight the distance betwee them that the betting was about even.
The course of the racers was almost parallel with the southern coast of Long island,
and they made such brilliant running that
the fleet of excursion boats was soon left
far in the rear. Slowly but surely the Volunteer drew away from her rival, and as far in the rear. Slowly but surely the Volunteer drew away from her rival, and as
they passed Rockaway the white sloop had
a lead of at least half a mile, and she had
gained it chiefly through her ability to
point closer to the wind than the cutter.
At noon the yachts had gained a point off
Long Beach, and the Yankee boat had increased her lead until she was a good mile
to the fore. At 12:30 o'clock both yachts
went on the starboard tack, standing in
toward shore. The Volunteer was unmistakably gaining, and her lead was fully one
mile and a quarter at 1:30. At 2:30 o'clock went on the starboard tack, standing in toward shore. The Volunteer was unmistakably gaining, and her lead was fully one mile and a quarter at 1:30. At 2:30 o'clock the two boats could be seen searing the stake boat off Long Beach, which they were to turn. To all appearances the Volunteer was widening the gap between her and her Scotch rival. At 3:35 she turned the stake boat on the port tack amid deafening screams from fifty vessels standing off Jone's fulct. The Thistie at this time was about a mile off the stake boat and on her starboard tack. Seventeen minutes afterward she turned the boat, and was greeted as the Volunteer had been.

When the Volunteer turned she immediately caught the wind and went flying ahead. Unmistakably she was increasing her lead. At 3 o'clock the yachts were directly opposite the Long Beach Hotel. They were both earrying spinnsker, balloon topsell, and club sall, is well as matesail. They were flying before the wind, with the Volunteer was rushing along toward home with a free sheet and foaming bow. The wind was fresher, parhaps, than it had been at any time during the day. Away back in the rear, somewhere is the neighborhood of two miles and a half, was the Thistie. She had tried for the second time to win that cup, and failed or rather would fall in the coarse of half an hour. The winner, Volunteer, rushed up amid blasts upon blastafrom steam whistles and crossed the line at 4:25:47. The Electric's gun was fired and belehed out ionder than it ever did. The Volunteer eased up a little, took in her balloon jib, and salled on her triumphant way to Bay Range.

The steamboats and excursionists walted and watched for the beaten boat. She looked as presty and brave as she sever did, but that was all. She crossed the finish line eleven minutes behind the Volunteer. She, too, got cheers and took of whistles, because she had tried and tried bravely. Mr. Bell and Capt. Bare were now convinced that designer Watson would have to get the first bravely may be the summer of the second that design

because she had tried and tried bravely.
Mr. Bell and Capt. Barr were now convinced that designer Watson would have to get ideas on yacht building from somewhere else than the Clyde. The Thieliehad been beaten in light winds and in strong ones, too. To-day settled conclusively the question of superiority. The race had been question of superiority. The race had been question of superiority. The race had been on the wind all the time, and the Thistle had been cleath outsalled. She is a good bost, was the propriar verdict, but meggod enough to race with the Volunteer.

Mr. Bell skid: "Of course I am sadly disappointed at the result, but the Volunteer has certainly beaten us nobly and fairly. After all it must be the centerboard which has done it."

as the Thistle treated the Irex," said. Timson, as the Volunteer rounded

A PRANK ADMISSION.

A FRANK ADMISSION.

London, Oct. 1.—The Post says: "The American victory is complete, atthough the result does not discredit the Scotch challengers. The Americans have fairly shown that for the mere purpose of racing their center-board sloop is faster than the English deep-keeled cutter. It must be remembered that the Thistie is only the first attempt to borrow some of the good qualities of American boats, and it is probable that the designer will prove capable of further developing his model. The mere fact that for three successive years the centerboard has emphatically had the best of the English keel confirms the opinion that if we mean to win we must send over a centerboard boat, but at the risk of leaving the cup in America. We hope no one will resort to this expedient."

The Post confenses that the Thistie was fairly and squarely beaten. It suzgests that a race from New York to Liverpool be arranged between the two yachts.

The News regrets that the race was not

arranged between the two yachts.

The News regrets that the race was not sailed in English waters. The American course, it says, is imperfectly known to English captains.

The News adds: "England has to learn a

lesson from America in this branch of ship-building, and had better set about it at

building, and had better set about it at once."

GLASSOW, Sept. 10.—Scotchmen are greatly disappointed over the result of the race, but they admit that the Thietle was fairly beaten. It is believed that if the race for the cup is again to be sailed in American waters, the Scotch yacht to be successful must have a centerboard.

LOSDON, Sept. 30.—There was little excitement in London over the result of to-lav's race except a mone. Americans, who day's race except among Americans, who awaited with keen interest the builetins an nouncing the progress of the yacits. Bul-letins were read at the afternoon perform ance of the Wild West Show, and the result of the race was announced at the evening

performance.

HALIFAN, Sept. 30.—Much disappointment is felt by the Englishmen and Scotchmen here over the result of the yacht races at New York. Many of them were confident that the Thistie would carry off the prize, and they lost a good deal of money on her.

WHO WILL PAY THE BILLS!

Very Lively Session of the Pacific

Rattroad Commission-NEW YORK, Sept. 30.—There being no vitness for the United States Pacific railway commission to examine this morning, Sergeant-at-arms Waleh was placed upon the stand to testify that he had subposated John E. Blair at Morristown, N. J., to attend before the commission Sept. 20, and that Mr. Blair had said that he had to go weet and if he returned in time he would appear before the commission.

The commission is destrous of examining Mr. Blair as to the cost of construction of the Sioux City and Pacific railroad. It had also expected to examine Henry Day concerning the central branch of the Union Pacific.

Pacific.
Auditor Mink, of the Union Pacific company, produced and submitted copies of numerous records of that company called for at different stages of the inquiry by the commission. Among them were the contracts with the Western Union Telegraph Company, the Pacific Express Company, &c.

&c.
Judge Dillon offered in evidence portions
of the reports of the government directors,
in which they commend the construction of
branch lines as valuable feeders to the main

line of road.

Ex-Gov, Pattison interrupted the reading of the report to say that it was not so much the construction of branches that was the interesting sunject of inquiry, but the method by which construction was accom-

plished.

Judge Dillon replied that the Union Pa-cific had been building branches by indirection.

Mr. Reiff. The public press and members of Congress say that this is illegal. The company does not think it is illegal, but if there is any doubt of it there should be provision made and the commission should report to the effect that the Union Pacific shell have just as much power as any other hall have just as much power as any other oad to protect itself by the construction

of branch roads as feeders.

The judge desired to be heard on the legality of the consolidation of the Kansas Pacific and Union Pacific railroads, and the

its convenience. Having done with Judge Dillon, Commissioner Anderson turned his attention to Counselior Cohen, and asked him if he was ready to produce the check stubbs drawn by Mr. Huntington between 1872 and 1880 and the letter press books of the Central Facilic New York office for the same time. Mr. Cohen replied that he had not. It was none of his business.

Commissioner Anderson. "Are you not present as the representative of the Central Facilic railroad?"
Mr. Cohen. "I am."

Pacific railroad ?!"
Mr. Cohen. "I am."
Commissioner Anderson. "Then, this commission asks you as such representative to produce the exhibits called for."
Mr. Cohen. "I don't feel called upon to do so and have not communicated your desire to the company. I will attempt the production when my client directs me to do so. The Central Pacific railroad has already expended nearly \$100,000 for the transportation of food and wine of this commission and also in providing an imcommission and also in providing an im-nense mass of documentary evidence. Ion't feel that the railroad should be called upon to pay out any more money for this commission until it has shown some evi-

upon to pay out any more money for this commission until it has shown some evidence of intention even to consider the claim we have against it now."

Commissioner Anderson. "This is a mere evesion of the question, Mr. Cohen."

Mr. Cohen. "No, sir, it is not, and I will not permit you to use such language in addressing me, Mr. Anderson. The ant which nuthorizes your appointment does not allow you to abuse any one or act in other than a gentlemanty manner, and you shall not address me in any other way."

Mr. Anderson replied that the answer was nevertheless an evasion, and again made demand upon the Central Pacific railroad through Mr. Cohen for the exhibits called for.

Mr. Cohen again reverted to the bill against the commission and drawing a copy from his pocket, was very auxious to read the items. A chorus of negatives from the commission was the answer to his request.

The commission and that it wanted the bill had before it so that it could determine just what the government should and what it should not pay of the claim. Under the contract with the railroad there was an arrangement by which the members of the commission was roughly an individual rangement by which the members of the commission were to pay any individual claim.

commissioner Littler said that he did not Commissioner Littler said that he did not propose that the government should pay for the transportation of his wife because she accompanied bim.

Gov. Patitison said that the commission had called for an itemized bill under this contract and desired to be in the same position as any other person or persons in its dealing with the railroad.

Commissioner Anderson desired to know

dealing with the railroad.

Commissioner Anderson desired to know if the Central Facific railroad proposed to attempt to place the matters of the commission in the position of desiring of government pay for the entertainment of their wives and children and Mr. Cohen replied that he knew nothing about the matter further than the bill that had been sent to him for presentation.

for presentation.

L. E. Chittenden was recalled to be cross-examined by Mr. Cohen. He brought with him his correspondence with Mr. Cohen in relation to the Fossike suit, and two or three of the letters were offered and received in evidence. Mr. Chittenden was sharply cross-examined with reference to an argument made by him is favor of the

an argument made by him in favor of the Central Pacific ratirond, and his replies were in many respects polated and personal. Exoperates the Pastor. ELIZABETH, N. J., Sopt. 31.—The vestry of St. John's Church has voted full confidence in the paster. Rev. O. A. Glazebrook, and discellef in the charges brought against him.

Chicago Money to Help George.

TALMAGE ON THE SURPLUS,

FRETTY STRONG TALK FROM THE BROOKLYN DIVINE.

FRETTY STRONG TALK FROM THE BROOKLYN DIVINE.

He Wants All the Parties, in Mass Meeting Assembled, to Demand That the Burdensome Taxation Shall Cease.

ERGOKLYN, N. Y., Sept. 30.—It was intended to hold the Friday evening meetings of the Brooklyn Tabersuele in the locture room constructed this summer, but the mighter with the mighter beautiful and the said, "the whole country groam under an infamous tax, which, at the present rate, rols into the United States Treasury a surplus of one hundred and ascenty-five millions a year. We still have on us the tax of old war times, when in addition to necessary expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down, cavalry cypenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down, cavalry cypenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down, cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down, cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down, cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down, cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down cavalry expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down cavalry expenditure, we had to pay full price for shoddy blankets, and wo infamous tax, which, at the present rate, rous into the United States Treasury a surplus of one hundred and seventy-five millions a year. We still have on us the tax of old war times, when in addition to necessary expenditure, we had to pay full price for shoddy blankets, and worm-eaten biscuits, and broken down cavalry horses. The Republican party, long in power, did nothing to stop this national outrage of over-taxation, and the Democratic party, in power two years and a half, have done nothing. Meanwhile, these mighty sums are accumulating in the national treasury, to be a temptation to Congress, who will vote it this way or that to suit some popular whim or fill the pockets of aspiring contractors. The most of the fifty million dollars three or four years ago voted for the improvement of rivers and harbors never arrived at any profitable destination. Much of it was spent to improve navigation of rivers with water two feet deep in winter and dry in summer, and the mightler the surplus the mightler will be the temptation to squander the substance of the people. Some of the five or six political parties that have been formed or are new taking shape had better put a plank in their platform demanding the immediate reduction of taxes and the paying back of the people, from whom the government stole it, the amounts gathered in overtaxes. What at time our great grandfathers made about the tax on tea. It caused the American revolution. But we lay down in idiotic supineness before an unreasonable and merelloss tax on everything. It is amazing how much the American people will stand if only their favorite party is in power. This grinding wheel of government rolls over all our public interests if politicians fear to touch the subject lest they offend their party and rob of opportunity for spoils. Than let the people of all parties come together in great mass meeting and demand release from this infamy. When public opinion is in the right no thing can stand before it, and our American Congress and the candidates for the

more than is mine, what is the only honest thing for me to do? Pay it back. Hundreds of millions of dollars have the people overpaid the United States government. What is the only honest thing for the government to do? Pay it back. "That," says some one, "would be an impossibility." Oh, no. The name of every man that has paid taxes for the last fifty years is on the books somewhere. Officers of the law properly authorized could very easily tell how much per cent ought to be returned, and the announcement that the government was ready to refund would make a line of applicants a mile long in all our cities. If the millions of dollars now ordered to be expended for the fortification of our seasons against foreign encartes were given back into the prosperities of the people it would be more for the public safety than a line of forts from the top of Maine to the foot of Fierdia. Our sea coast is so long that a foreign enemy could always come in somewhere without exposure to the cannonadors of Fort Hamilton or any Fort Pulaski that might be creeted. But if the people were strong and prosperous and happy they would soon make a foreign invader willing to quit our national premises. By no law of right can money be raised for one purpose be expended for another purpose. If governments are not honest how can they expect individuals to be honest? I have no sympathy for the ordinary grumbling about taxes. No money will a good citizen of the United States more cheefully pay than his tax bill. By that, we provide protection for ourselves

will a good citizen of the United States more cheerfully pay than his tax bill. By that, we provide protection for oursolves and our familes; by that, our streets are made safe; by that, raffianism and crizes are hindered; by that, good order is preservered, and we secure to ourselves the blessings of civilization rather than the crucity of barbarism. But Adam Smith, who did more than any man who ever lived to ciucidate the subject of taxation, laid it down as a principle that it ought to be clear and plain to the contributor of taxes and to every other person what he is taxed for. It ought not to be possible that the money we pay for the son what he is taxed for. It ought not to be possible that the money we pay for the support of the government shall be voted to build a railroad from the top of Trinty Church to the mountains of the moon, or the making navigable of some creek that a thirsty ox might drink dry. A taxpayer ought to feel that good use will be made of the money he hands the collector, sometimes under the pressure of circumstances that make the payment almost impossible. The nation unrighteously taxed will never be a quiet nation. It is time that all over this land the people cry out on this subject. There will be no change for the better at Washington till our representatives in both houses see that the people are determined to have a change.

houses see that the people are determined to have a change.

Years ago, when all the 'steamers to and from California were overcrowded, on a vessel coming from San Francisco and after it had been many days out, a passenger appeared on deck and his friend said: "Why, I did not know you were on board. Where is your room, and what berth do you sleep in?" "Oh," said the man, "I have no room. I could not get a berth. I have been sleeping on top of a sick man so far, but he has got well now and he won't stand it any longer." So long as the people of this country will lie down and allow the Congress of the United States to impose upon them, the imposition will be practiced. upon them, the imposition will be practi It seems to me that we are about str

It seems to me that we are about strong enough to rise up and hurl off this monster of over-taxation. The fact is that if it were not for the intemperance of this country your taxation would go down until hardly worth speaking of. You are taxed for the support of the state idiot asylums, and the majority of the idiota have drunken fathers. Rum in the United States makes about 1,200 funerals of inebriates every day, and you help pay for their coffus and grave-diggers. You pay for the board and washing and clothes of the men who stagger out from the rum saloons or fight or steal or debauch society and are then imprisoned. It takes one-last of the machinery of state government to fix up

steal or debauch society and are then imprisoned. It takes one-half of the machinery of state government to fix up things that the liquor traffic unfixed. At Greeley, Col., with a population of 2,500 people, they had no liquor saloon, and consequently no jall and no poor houses. Shut up the saloons of Brooklyn and it would empty Raymond street jall, give the district attorney nothing to do, close the court of oyer and terminer, empty the almshouses, and turn a thousand homes that are becoming pandemoniums of trouble into small paradises and young heavens on a small scale. A vast population is being polanned by this evil. It is not the alcohol so much as that which is put into it. They do not know what is the matter with the end of their nose or with their stomach. It is not so much the porter or ale that they drink as it is the aquafortis and vitriol in the porter and ale. Old Holland gin used to agree with them tolerably well, but now the oll of juniper, instead of old Holland, makes them feel awful. Cognac brandy once treated them quite well, but the aloes and the alum and the blue stone intermingled have spoiled their brandy. Lager beer, that by many was considered harmless, is surcharged with rosin and salaratus, and those who walk these streets to-day are thoroughly poisoned as though they had taken paris green or "rough on ratas." These victims you will have to bury after awhile, and then take care of their orphans jority.

Sovereign of worlds, displaythy power; Be this thy zion's favoruse hour. Bid the bright morning star arise And point the nations to the skies,

NOT WELL RECEIVED. The Proposition to Fortify India Re

garded Dubiously. LONDON, Sept. 30 .- The offer of that exceptionably able and accomplished Indian prince, the nizam of Hyderabad, to give i lump sum of \$2,000,000 toward the strength ening of the defenses of the frontier of northwestern India is looked upon askance by estute financiers and variously criticised by the general public. In financial circles t is unqualifiedly asserted that the seem ingly gratuitous and, no doubt, opportune tender of the large sum placed at the dis posal of the Indian government is given in price of Indian railway shares, and in other ways influence the stock market in favor of Indian enterprises in which the nizam and his intimates are in-terested. It has transpired that the publication of the announcement that the dona tion had been offered was made prema turely and the publicity given to the fact at this time has greatly prejudiced finan-ciers against the nizam who, it is known, has been a sufferer from catauglement with London bankers for more than a year past. It will be extremely difficult for the nizam and his allies to remove the general impression that, the offer is anything more than a colossal atock jobbing scheme, and by some it is suggested that the expectation of its promoters was to pay the money which the government was authorized to draw out of the profits of the transactions in the stock exchange which it was presumed could be made on the strength of the Indian prince's action.

The Tombstone coach while parading with the Mexican Joe Combination at Liverpool to-day capsized, and spilled the band in the street.

The New Zealand ministry will resign, and Mr. Atkinson will form a new cabinet. London bankers for more than a year past

and Mr. Atkinson will form a new cabine and Mr. Atkinson will form a new capinet.
An earthquake shock was felt at Sayrna
to-day which lasted eight seconds.
Prince Ferdinand accompanied by his
ministers has started on a tour of inspecting the railroads. M. Stambuloff has recrived assurances that the people will supnort the government.

port the government.

The French minister has proposed an international commission on the Sucz canal A quarantine of seven days is enforced at Montevideo on all vessels from Italian ports.

The London socialists will hold a mass ceting to protest against the execution of

GERMANY WILL PAY INDEMNITY. PARIS, Sept. 30.—The German ambassa-dor has informed M. Flourens that without awaiting an investigation Germany will grant an indemnity to the widow of the gamekeeper who was shot on the frontier by Kauffman.

SHEPHERD DEMONSTRATION. Programme of the Wheelmen's Part in

the Parade. Prof. Ernest King, Capt. A. W. Kelley,

and Dr. Harrison Crook, a subcommittee from the committee on the civic portion of the Shepherd parade, had a conference last right at Willard's Hotel with representatives of the bleyele clubs and unattached riders. Prof. King was in the chair. The meeting discussed the question of lanterns for the wheelmen in the parade, but came to no definite conclusion. It was stated that at least 500 cyclers would participate. The meeting recommended to the general committee the confirmation of the appointnents made by the wheelman's meeting on

ments made by the wheelman's meeting on Thesday evening hast.

The appointments referred to are as follows: Chief marshal, George S. Atwater; aids, Gen. William Birney, Gen. W. H. H. Browne, H. S. Owen, Cant. J. C. V. Smith, Hon. A. A. Adec, Dr. Z. T. Sowers, Dr. J. H. DeMeritt, Dr. John Walter, Hon. G. E. Hawley, Phil. T. Dodge, Rev. L. H. Schneider, Rev. Dr. Green, Lieut. Fremont, Col. L. W. Seeley, Rudolph Kaufman, H. H. Bliss, H. H. Doubleday, Prof. E. A. Paul, Prof. R. Bernays, Prof. G. W. Walter, Prof. T. W. Lifwell, Prof. Hotchkiss, Prof. Draper, Prof. Chickering, Frank T. Rawlings, E. T. Pettingill, and L. O. Howard; buglers, B. F. Hanns, W. C. Baboock, Max Hansman, and E. M. Miller.

A committee of two—Measrs. H. S. Owen and W. H. Smith—were requested to report some plan for effectively illuminating the wheels this evening to the general committee.

PROBIBITION DEFEATED. Tennessee Gives a Majority of 10,000

Against It. CHATTANOOGA, TENN., Sept. 30,-Semiofficial returns from forty-seven of the ninety-six counties show the same majority for the Anti-Prohibitionists as was given for Robert Taylor, the Democratic candidate for governor to 1888. It is a remarkable coircidence that in these counties while the party lines have been obliterated, that the majorities are altered less the 500 in the aggregate. The indications are that the amendment is defeated by 10,000 majority.

ATLANTA, GA., Sept. 30.—The remarks of the President in granting James W. Brooks, an il-President in granting raines W. Brooks, an in-licit distiller, a pardon, created a good deal of excitement here. The President's utter-sances were maturally construct into an impried repriment to Jurge W. T. Newman, who sen-tenced Brooks.

Massachusetts. The leading candidate of the Republicans in the campaign now opened in Massa churetts is an eminent manufacturer, and a



WELASS THESS AND

in the ranks of temperance reformers. Perhaps the chief plank in the platform with which his name is associated is that demanding the submission of a constitutional probibition amendment.

Gilver Ames is a son of the late Oakes Ames, and his successor in the management of the important rathroad and manufacturing interests left by that noted capitalist. He was born in North Easton, Mass., Feb. 4, 1834, receiving ordinary schooling and became a practical mechanic, learning the business of shovel making in his father's factory. In this fact he takes much pride. He studied a short time at Brown University, but was not graduated, becoming at an early age an associate with his father in business. On his father's

Brown University, but was not graduated, becoming at an early age an associate with his father in business. On his father's death he succeeded to the management of the various interests which he has handled with marked success.

Mr. Ames served in the state senate in 1880 and 1881. When Robert R. Bishop was nominated for governor in 1883, Mr. Ames was given the second place on the ticket. Bishop was braten by Gen. Butler, but Ames was elected, and was renominated and re-elected each year after until 1855, when he was elected governor. His renomination was unanimous.

ST. JOHN'S LOSES ITS RECTOR. He Accepts a Call to Bridgeport.

Conn. Rev. John S. Lindsay, rector of St. John's Church, Georgetown, has decided to accept a call to St. John's Church, Bridgeport, Conn., and will probably preach his first sermon as the pasprobably preach his first sermon as the pastor of that church on the third Sunday in October. Dr. Lindsay has received a number of overtures to leave his congregation here, but has always seen proper, until this time, to decline them. Last year he declined a call to Detroit, Mich., and last spring his election as bishop of the diocese of Easton was not sufficient to pursuade hims to leave Washington. Three weeks ago he peelved another call to Christ Church, Hartford, Conn., but did not accept it. Dr. Lindsay's resignation is now in the hands of his vestry, and he will publish a farewell address in St. John's parish paper in a day or two.

lish a farewell address in St. John's parish paper in a day or two.

In goling to Bridgeport Dr. Liadsay has chosen one of the most rapidly growing towns in the cast. It is rated as the third city of Connecticut and bids fair to become the diest, by reason of the manufactures which are being developed there. The population of the town is 49,000. St. John's, which is to receive the new pastor, is the largest and bandsomest church in the city, and is said to be more elegant than any Episcopal Church in Washington. It is located in the most fashionable part of the city and has a fine rectory attached. The olocies of Bridgeport is the strongest, in proportion to the population, of any of the city and has a fine rectory attached. The diorese of Bridgeport is the strongest, in proportion to the population, of any of the Episcopal Church in the United States.

Dr. Lindsay was born in Williamsburg, Va., March 19, 1842, his parents being of Scotch extraction. He was educated at William and Mary's College, Virginia, and was ordened in the Episcopal Church in 1863. His first parish was at Portamouth. Va., where he was assistant rector of Trinity Church for two years. He thea removed to Warrenton, Va., and served St. James's Church there for eight and a half years, coming here from that place, and for the past eight years has been located in St. John's parish. He was chaplain of the House of Representatives during the forty-eighth Congress. He is esteemed in Washington as a minister of sincerity and a speaker of ability, his sermons attracting leave Washington with the good wishes of the many friends he has made here.

KNIGHTS TEMPLAR.

Arranging for the Conclave to be Held

Here in 1889. The first meeting of the executive complitee of Kuights Templar of the District was held last night at Masonic Temple to

nake the initial arrangements for the con-laye to be held here in 1832.

The executive committee is composed of the members from each of the four com-sonderies. Twenty for

nine members from each of the four commanderies. Twenty-four members were
present, and the committee was organized
by electing Myron M. Parker, chairman;
George E. Corson, vice chairman: Harrison
Dingman, corresponding secretary; Warren
H. Oreutt, recording secretary, and Thos.
Summerville, treasurer. A committee of
five was appointed for the purpose of arranging the necessary subcommittees and to
formulate a plan of action. The committee then adjoined.

Mr. Parker stated last night that there
would be at least 50,000 Knights Tamplar
gathered here, as it was the unanimous desire of the Knights at the last encampment
held in St. Louis that Washington should
be the place for the ensuing conclave. One
important thing, he said, was already assured, and that was that the hotel arrangements were almost completed and the
prices established very moderate. The
Knights will endeavor to secure the
hail of the pension office for
the purposes of haiding a reception, a orices established very monicraes. And Knights will endeavor to secure the half of the pension office for the purposes of holding a reception, a barquet, and a grand ball. The local Knights propose to raise the sum of \$59,000 for the reception of their fraters. "We intend," said Mr. Parker, "to make this the greatest gathering of Knighta Templar ever known. You would be surprised at the interest taken in the matter by the fraterilly throughout the country. I found the Knights at Worcester, Mass., and at Saratoga, N. Y. already making preparations, and the same thing is nelly done elsewhere. The conclave was held at Baltimore in 1871, and many will remember that occasion. The St. Louis gathering was big, but rest assured that ours will be mammoth. The parade that ours will be mammoth. The parade Lonis gathering was big, but rest assured that ours will be mammoth. The parade will be an interesting feature, and this will be the means of drawing thousands of people here. We are going to work immediately, and we intend to give our friends a chance to help us, and they will do it. Washington people don't brag much about helf big undertakings, but they get there with success, and that is what we intend to do. It will be a big affair.

Michael Davitt's Arrival.

Your, Sept. 30,-Michael Davitt, ived to-day, came over for the nuncit of his

THE PRESIDENT GOING WEST

RECEIVES AN OVATION ALL ALONG THE

The Party Leaves the Depot Bearing Good Wishes-Mrs, Cleveland Inspects and is Pleased with Her Tempovary Home-Receptions at Different

There were about one hundred people standing on the platform of the Pennsylvania railroad station, inside the railing, yesterday morning at 0:30 o'clock. They had taken up a position on one side of the three vestibuled cars—Alfarata, Velasco, and P. P. C. Puliman's private cars—that were in prime readiness to take the presi-dential party on its western trip. The dential party on its western trip. The cars were described in the NATIONAL RITURLICAN of yesterday.

Conspicuous among those on the platform was Mr. Walter S. Bissell, of Buffalo, wao promenaded dressed in a suit of black clothes, cutaway cont, and derby hat, Szeretary Whitney and Secretary Fairchild were also among the early arrivals. Marshal A. A. Wilson was instructed by one of the train officials to bring the party through

retary Whitney and Secretary Fairchild were also among the early arrivals. Marshal A. A. Wilson was instructed by one of the train officials to bring the party through the front of the station, and the President, probably for the first time, passed through the fatel switing room with its brass star and memorial tablet marking the spot where Garfield received his death wound. Soon they appeared near the gates, and, an officer clearing a pathway in front of the people for them, they moved toward the train. The Fresident, dressed in black, and wearing a slouched hat, walked with Marshal Wilson, aid Maj. Carson escorted Mrs. Cleveland, Mr. Bissell brought Mrs. Folsom. Col. Lamont and Mrs. Lamont were in the P. P. C. car, and several of the white house relatiners at doors and windows gave it a familiar appearance to fits future occupants at very first sight. Mrs. Cleveland was the last of the party to go into the car, and was followed by Marshal Wilson. Mrs. Cleveland's traveling diress was of brown India silk; the well-fitting basque was of solid brown, and the sleeves had puffs at the elbows. A heart-shaped vest was of brown silk, in which was a white sprig, and from one of the button holes dangled a chatelaine chain and seal. The full skirts were of the springer material, and the bounet was composed of the two kinds of silk, and had a high fanshaped trimming of white silk in the front. The President and Mrs. Cleveland be seen a great flower plece, composed of Mrs. Cleveland's favorite roses. The premonitory signs of starting were given by the engine, and those who were not going along jumped from the car. As the car moved the President and Mrs. Cleveland sat down at the large windows and nodded farewells to friends on the platform. There was a firster of a bandkerchief, the raising of thats, and the station, the rising of thats, and the station of the station.

Mrs. Cleveland sat down at the large windows and nodded farewells to friends on the platform. There was a flutter of a bandkerchlef, the raising of hats, and the train drew out of the station. Besides the President and Mrs. Cleveland the party consisted of Mr. Bissell, Mr. J. D. Bryant, of New York, and Col. Lamont. Mr. Baldwin, who has charge of the car for Mr. Pulman, Mr. Barry, Mr. T. F. Bickford, of the Associated Press; Mr. P. V. De Graw, of the United Press; Mr. P. V. De Graw, of the United Press; Mr. W. A. Rogers, of Harper's Weekly, and two electricians will occupy the car Alfarata.

There has been and is much curlosity abroad about the dresses Mrs. Cleveland will wear when she appears at balls and receptions in the various cities she visits. One thing is assured that—she will always appear to advantage and in becoming attire. A handsome dinner dress that was made in the city and taken for the journey is of black velvet. The bodice has a square opening at the tireat filled with cream-colored slik and covered with black jetted net. The long sleeves have frills of jetted passamenteric. The front of theskirt has a fan of cream silk, beginning at the waist and spreading to the foot. The full back of vivet is claborately draped.

The stony of the True.

On BOARD PRESIDENT'S SPECIAL TRAIN, YORK, Pa., Sept. 39.—The morning in Washington was foggy and oppressive, but by 10 o clock, when the signal for the departure of the President's special train was given, the sun had made its appearance and

parture of the President's special train was given, the sun had male its appearance and the day promised to be fair. Good-byes were hastily said by the dis-linguished excursionists to waiting friends, the hats and handkerchiefs of the two or

the hats and handkerchiefs of the two or three hundred persons who had gathered upon the platform waved a safute, and the train pulled away.

Besides the President and Mrs. Cieveland its passengers are Col. Lamont, Mr. W. S. Bissell, of Buffalo, and Dr. J. D. Bryant, of New York, together with two journalists representing the Press Association and an artist for an illustrated weekly. The train is in the immediate charge of Mr. W. S. Baldwin, general agent of the Pullman Palace Car Company, who goes with it on its cutire round. Mr. Robert Barry, superintendent of the Pullman company, who brought the train down from Wilmington last night, accompanied it as far as Harrisast night, accompanied it as far as Har urg to see that everything was in work

ng order.
The Pullman palace car, which is the rear

The Pullman palace car, which is the rear car, is reserved exclusively for the President and Mrs. Cleveland, all the other excursionists being domiciled in the Velasco. The run from Washington to York has been without notable incident. At way stations and hamiets little groups of people stood upon the platforms and embankments, and sainted the passing train enthusiastically.

The most tumultuous greetings to the excursionists were received from the neighborhood of country and village school houses, where white aproned occupants were arrayed in line as if by preconcert, and mulfested their enthusiasm as only children can. Shortly after leaving Baltimore, the President and Mrs. Cleveland, arrayed in comfortable traveling costumes, escorted by Mr. Baldwin, made an excursion through the train. They paused a few minutes in the sleeper and in the smoking room of the "Alfaratta," chatting with their fellow excursionists, and then explored the mysterics of the electrical workshop, which is at the exireme front of the train. Here Mr. W. H. Fry, mechanical superintendent of the Pullman company, explained the I. Fry, mechanical superintendent of he Pullman company, explained the peration of the dynamos from which the train is lighted. The main reliance in this regard is upon a machine which is connected with the axles of the car. This occasion is the first trial of the device. The electricity thus produced is conveyed to strong latteries, whence it is drawn off as required. The experience thus far gives promise of eminent success. The triain was lighted through the tunnels in Washington and Baltimore so brilliantly that the change from daylight was hardly noticeable. The only problem remaining to be solved in this connection has reference to the operation of the device when passing around sharp curves. Should it fail a small engine is in readiness to be statished at once and supply any dedicincy of motive power for the dynamo. The President and Mrs. Cleveland expressed their interest and pleasure in all the artheir interest and pleasure in all the arrangements which had been made for their consfort during the trip.

At York, through which city the train on very slowly, apparently the entire population was in waiting, and from sucurit to

mation was to waiting, and from suburb to an urb the passage was an ovation of wav-ing hats and handkerchiefs. Regiments of solety-faced, leather-aproned workmen fauked and fronted the factories and milis, lamp posts and tree boxes bare heavy bur-dens of humanity, and the sitewalks and platforms were crowded by the miscellane-ons throngs. In reaponse to the cheers the President and Mrs. Cleveland stepped out on the rear platform and gracefully out on the rear platform and gracefully howed their acknowledgments. Between York and Harrisburg the excursionists pareed the time at lunch.

passed the time at lunch.

Hamisurus, Pa., Sept. 30.—President Cleveland and party arrived on their special train shortly after 2 o'clock. Several thousand people througed the deput and cheered as the train slowly made its way through the mass of humanity, which could not be driven back by the policeman. The

Central Democratic Club and a band marched to the station and joined with the populace in extending a cordial welcome. The train stopped about five minutes. President and Mrs. Cleveland stood on the rear plaiform and bowed to the people.

Mifflin, Pa., Sept. 30.—At Harrisburg the experiences of York were repeated, but with a larger and more demonstrative crowd, and with the addition of camoon banners bearing patriotic devices, a political club or two, and a reception committee headed by the mayor. It became fully apparent here that the train hal received a region to which presidental visits were infrequent.

region to which presidential visits were infrequent.

Despite the notice given by the railroad
company that some but the excurationists
should board the train, permission was
given to the mayor to pay his respects to
the distinguished visiturs. The reception
committee followed the mayor and some
patriotic citizens came behind the committee, blocking the way so that exit for the
first comers became impossible. The railroad people solved the difficulty by starting
the train, capturing Mayor Fitler and the
committee. The train stopped at the edge
of town and they escaped.

Shortly after leaving Harrisbury the excursion train, which was running upon the

committee. The train stopped at the edge of town and they escaped.

Shortly after leaving Harrisbury the excursion train, which was running upon the south passenger track, was passed by the west-bound limited express, the passengers on which found time to wave saintes despite the fifty-mile rate at which they were running. At Altoona a stop of five minutes will be made, during which time an opportunity will be given the citizens to shake the hand of the Fresident.

HUNTINGTON, PA., Sept. 30.—The Presidential train passed through here on schedule time at 5:05 this afternoon. A thousand persons were gathered around the union depot, and flags were displayed on many buildings. The President stood on the rear platform with uncovered head, and gracefully bowed to the throng. Mrs. Cleveland stood smiling under the door, and waved her handkerchief to the school children and young ladies. Col. Lamont also stood on the piatform, and recognized a few personal friends.

Liwistown, Pa., Sept. 30.—Fully a thousand people greeted the Presidential party as their train slowly passed the station at this place. The President howed from the platform of the rear car.

Altiona, Pa., Sept. 30.—The presidential party as their train slowly passed the station at this place. The President howed from the platform of the rear car.

Altiona, Pa., Sept. 30.—The presidential party arrived here at 6:23, on time. About 12,000 people crowded the depot and surreundings. As the train pulled into the station the band played an enlivening air, but the music was drowned by the incessant cheering of the assemblage. The President and his wife made their appearance on the rear platform of their car, and were greeted with deafening cheers. Mrs. Cleveland, however, soon retired to the center of the car, where she viewed the crowd from the large window, and pleasantly acknowledged the numerous bows made by those near by. The train stopped six minutes, being detained one minute on account of the crowd. No speeches were made. As the train moved away Mrs. Cle

band on the rear platform and waved a dainty handkerchief until away from the assembly.

The ride up the Susquer anna and Juniata valleys was delightful. The autriness of the morning has given place to cooler temperatures. The pastures still wore their summer robes of green, while the weeds had taken on the early garb of their autumn glories. The hillsides were mottled with yellow and the banks beneath were specked with waving golden red, and the white and purple wild growths of the season. Cloud shadows chased each other over the distant mountain and hill tops as the turns of the road brought them successively into view, and the streams, now broad and placid, and now rippling and broken, glistened and sparkled right merrily in the sunshine.

At Miffilm and Mount Union the lahabitants were out in force, and waved and cheered the excursion a Godspeed. At Huntington flames were liberally displayed and the steam whatless of the town tooted their very loudest. At Lewistown Junction was gathered a large unmber of villagers and country people, who had come in wagons, in which they sat or stood and waved their welcome. At one of the small stations a sedate brown bearded country man standing up on a bank surrounded by a hundred or more of his fellows, lustily beat a bass drum, while the others yelled. At another station the resources of the neighborhood were expended upon a baner, whose legars, except the worls "Love and marriage" and "Josfab Flikins," could not be made out. While passing one of the great wayside iron mills a

legens, excepting and "Josfah Filkins," could not ringe" and "Josfah Filkins," could not be made out. While passing one of the great wayside from mills a platon of grimy workmen rushed from their tasks and displayed their from their factors. stalwart proportions stripped naked to the every welcoming demonstration a courteous acknowledgement being given.

THE CHICAGO PROGRAMME. Elaborate Floral Decorations of the

Columbia Theater. CHICAGO, Sept. 30 .- The programme for the reception and entertainment of the President and Mrs. Cleveland in Calcago has been about completed by the committee on arrangements. In addition to a great street parade, place have been completed

street parade, places have been completed for a magnificent evening reception to the President and Mrs. Cleveland at the Columbia Theater, which has been kindly tendered by Manager Daniel Shelley. The affair is to be full dress. It is thought 12,000 people will attend.

The decorations at the theater will be semething extraordinary. A small army of workmen were busy to-day preparing the floral emblems, which will be American shields, flags, stars, and crescents. From the main door to the stage, where the President and Mrs. Clemand will take up their positions, there will be a walk lined on dent and Mrs. Cleweland will take up their positions, there will be a walk lined on either side with the finest exotic plants that can be had in Chicago and vicinity. Roses, the favorite flowers of Mrs. Cleveland, will preponderate. Around the gallery and boxes there will be trimmings of smilax held up by balls of roses, 250 flowers in each globe. The top of each box will be surmounted by a floral design, and baskets with rare flowers will be suspended from the center. More than 12,000 roses will thus be used, and a huge busiet of the rarest roses to be found—1.000 of them—is being propared for Mrs. Cleveland's room at the hotel. Forty wagon loads of plants are required for the walk leading up to the stage. leading up to the stage.

Gen, Albert Ordway sat in a rocking c'asir n his library last night and chatted pleas

behalf of the temperance cause at the Congregational Church next Sanday afternoon at leck. It is needless to say that the building it be packed.

Fire From Coal Oil Explosion. The alarm from box 71 at 6:20 o'clock last night, was for a fire in J. R. Rey sold's grocery store, 2825 M street, caused by the explosion of a cost oil lamp. The damage done is estimated at \$50.

The Weather.

For the Bistrict of Columbia, Maryland, and Virginia, slightly coolor, fair weather, ex-cept nearly stationary temporature is western Virginia, light to fresh variable winds, gener-

ally southwesterly.

Thermometric readings—7 a. m., 68°; 8 r.,

m., 77°; 10 p. m., 69°; mean temperature,

71.0°; maximum, 81°; minimum, 68.0°; r.com relative humidity, \$5.0°; total precipitation,

IT IS COMMANDER REA.

MINNESOTA GETS THE LEADING GRAND ARMY OFFICIAL.

Unndervoort's Resolution Censuring the President's Veto of the Dependent Pension Bill Overwhelmingly De-

Sr. Lotis, Sept. 30.—The encampment was called to order at 9 s.m. The report of the inspector general was adopted with

light amendment The committee on resolutions reported back the resolution offered by Vandervoort in regard to the veto of the dependent pension till and a pension to Mrs. Logan, rec-ommending the adoption of that part that referred to Mrs. Logan's pension and the

rejection of the balance.

The committee on resolutions presented majority and minority reports on the eight-

majority and minority reports on the eightdollar-a-month or service pension bill.

Mr. Vandervoort proposed a resolution
to the effect that "while we recognize that
the disapproval of any measure presented
to him by Congress is a constitutional prerogative of the President, to be exercised
by him according to his discretion, yet we
cannot feet that this involves also the privlegs of going beyond the bounds of that
power to officially insult or slander the
broken down and needy men to whom the
nation owes everything. That the dependent pension bill passed by the forty-ninth
Congress and vetoed by the President was
the least measure of justice that could have
been asked of the nation for the men to
whom it owes its salvation."

This was overwhelmingly defeated, and
the regular report of the committee was
adepted.

The committee on resolutions presented

The committee on resolutions presented

adepted.

The committee on resolutions presented majority and minority reports on the \$8 a month or service remion bill. The majority of the committee reported against the measure and the minority of five reported in its favor.

On the motion of Gen. Wagoner, of Pennsylvada, a committee was appointed to get rp a testimonial to present to Commander in Chief Fairehild.

The following were the nominations for the commander-in-chief for the ensuing year: Gen. Slocum, Gen. J. Bea, Gen. 7. Anthony, Gen. D. P. Grier. Slocum received 183, Anthony 69, Grier 13, and Rea 234. Sherman received 1, and Warner, of Missouri, I. Rea was declared elected. He was escorted to the platform by the defeated candidates, Anthony and Grier, and returned thanks to the encampment.

The rules were suspended, and Nelson Cole, of Missouri, was elected asmior vice commander. The junior vice commander was John C. Linahan, of New Hamshire, Gen. Lawrence Donahne was elected sergeant general. Rev. Edward Anderson was elected chapian-in-chief.

When the committee on rules and regulations submitted their report, the proposition to emble a class of persons to enter the order who had a rived in the field but had never been mustered into the service was defeated.

The committee on the Logan monument reported, recommending that a fund be pro-

The committee on the Logan monument reported, recommending that a fund he provided for the rection of an equestian statue at Washington. The officers of the encampment were then duly installed.

DISLODGES THE SQUATTERS. A Land Decision Which Plays Hevoe

in Dakota-MINNEAPOLIS, MINN., Sept. 30.—There is onsiderable excitament in Fargo and cen-United States land department in regard to the withdrawal of lands granted railroads in the ten-mile indenmity limit, Many prominent farms have been "squatted" upon and others threatened and many will suffer who have spent their time and money to improve the lands.

Holloway Lodge Entertainment.

Holloway Lodge Entertainment.

The literary and musical entertainment, supplemented with no cream and cake, given by P. P. Bolloway Lodge of Good Templars in Wonn's Hall, on Sixth street, last evening, was in all respects a most graffying success. Every person on the programme responded to the call of Dr. Bond, mister of certainties and chairman of the vary efficient committees of arrangements. The entertainment opened with a plane sole by Sixter Carter, of Halloway Lodge; 'Jack, the Giant Kilier,' was well lived by Misster Freeman; the Misses Mollound at the Bond gave a vocal dust; a guitar success, and the Bond gave a vocal dust; a guitar success, and then guitar for montay, and hand, by Messar, Bunbar, Kirkhand, and thus ey; a veral due by Miss Scott and Kra, Wilson, of Holloway; several bright reclisions by Miss May Cartigue, of Chunants Lodge; a grand barytone sole by Six Wunpie; a most excellent reclination by Sixer Foxwell, of Monumental Lodge; charming soprano soles by Miss Ranche Chopman Ford; a deligating plane sole by Lister Brookfleid, of Persoverance Lodge.

Shellabiarger Car Company.

Messrs, A. B. White, D. L. Murphy, and W. W. Herron have gone to Pittsburg on important business for the Shellabarger Live Stock Car

Company. The success of the car of this comit is in general use. Date of Lyons's Execution Set, NEW YORK, Sept. 20.-Danny Lyons, the convicted murderer of Joseph Quan, was entenced to be hanged Nov. 25.

PERSONALITIES. June MacAnynun is in New York. SECRETARY FAIRCULES has resumed his

COMMISSIONER SPARRS has about completed his annual report. Assistant Smantany Maynano has gone to his home in New York for a short visit.

PETER CHUTH and Charles Herald, of Hartord, Conn., are in the city on a business misand Charles H. Cramp, of Philadelphia, are at

the Riggs House, Mus, Col. LANONT will remain in New York with her parents while her husband is absent with the Provident.

CASIMARO DEL MONTE, A popular Cuban writer, and a prominent member of the auton omist party, is dead. Cot. W. D. CHIPLEY, of Pensacols, and E. M.

Mn. Whiting Allen, press opresentative for the Carleton Opera Company, is in the city. His company appears here Oct. 19. Ma. David R. McKan left Paris last Thurs-

isy for this country. Mrs McKee, being too il to accompany him, remains abroad. the Covenant will be resumed on Sunday next. Mas. John R. Stockton, wife of Attorney General Stockton, of New Jersey, died suddenly last Thursday at Beyn Mawr, Pa., of rheumatism of the heart.

SENATOR SAWYEE has returned to Wisconsin. making only a flying visit here, that his secre-taries alone know the object of. He will not return until Congress opens.

THE remains of J. C. S. Bichardson, the young lawyer formerly of this city, who died at Princeville, Oreg., arrived here yesterday. The faxeral will take place to-day.

DR. MAXIMILIAN ADDIFIE LANGENBECK, physician-in-chief of the Prussian army, and the author of several well-known medical works, is dead. He was in his 70th year. BAHON VON ALVESSLEREN, the German minister, salis to-day from New York on the steamer Elbe for Germany. Mr. Horcos A. Helyar late of the British legation, will be his

companion on the vorage. Baltimore American, has returned to this city looking very well after an absonce of six meeths' in Turvies, and assumes control of the struction office. His father is fast recovering is health, which fact will be agreeable news